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NO. 9

## AM 428 PROGRESS

Progress on the AM 428, USS Dash, continues as AMCCO goes into a full-swing completion program to meet Navy's scheduled delivery date. The purchasing department and men on the construction line are combining rush efforts to procure all necessary material and equipment and to complete installations by Navy deadline.

As lead yard for Type I minesweepers, AMCCO played host to visitors from the Navy and other shipyards during early February. Among them were Navy personnel from the Supervisor of Shipbuilding office in Seattle, who visited the yard in connection with installation of electronic equipment and fitting out.

Other officials and engineers who were AMCCO guests were from Bellingham Shipyards Company at Bellingham, Washington; Wilmington Boat Works at Wilmington, California; and Luders Marine Construction Company at Stamford, Connecticut.

Mr. John Balzer, of the Bureau of Ships in Washington, D. C., was also a February visitor. Mr. Balzer, a specialist on mine-sweeping gear, provided AMCCO officials and the Navy office with valuable information on his specialty.

## AMCCO-ITES TO BE IN THE SERVICE

Two AMCCO men joined service ranks during February. Bob Tenny, shipwright apprentice and son of Lou Tenny, received his army draft notice and reported to Portland during the last days of the month. Bob had nearly completed 1000 hours of apprentice training, which would have qualified him to apply for deferment until the end of the training period. The personnel department placed application for Bob on the basis of near-completion of the required 1000 hours, but the deferment was not granted. Bob will probably go to Fort Lewis for his first weeks of Army training.

Bob Vollmer, AMCCO laborer, also entered service last month. Bob enlisted in the Navy and reported in San Diego, Monday, February 23.

## ECCLES JOINS ASTORIA MARINE AS PERSONNEL AND SECURITY DIRECTOR



David Eccles

David Eccles joined the AMCCO staff March 4 as personnel and security director. Mr. Eccles comes to Astoria from Covina, California, where he was a partner in O'Kelley-Eccles Company, manufacturers of concrete blocks.

A native of Utah, he has lived most of his life in Oregon. From 1939 to 1942, he was State Budget Director. He had formerly edited Business Survey and is author of numerous feature articles in other business papers.

During the war, he served in the Army at Camp Lee, Virginia, Columbus, Ohio, and Riverside, California.

He and his wife have one son, David, 17, and two daughters, Kristin, 14, and Alice, 5. David will enter University of Oregon next fall. The family plans to live in Gearhart.

## OFFICIAL TRAVEL-LOGS

Joe Dyer's weekend work at the company has been sandwiched into a busy schedule at the Oregon Legislature session in Salem. Among the other tasks of a legislator, Joe is chairman of the Fish and Game committee in the house, and is trying to prevent combining of the Fish and Game Commissions. Joe believes that each commission is doing good work and that fish and game problems are entirely different.

In addition to his chairmanship of the Fish and Game committee, Joe is on the Labor and Industries committee. He is also often

consulted by other committees on problems affecting this area.

\* \* \*

John Keatley went to Tacoma and Seattle in early February to attend launchings of two other AM minesweepers. On Friday, February 13, J. M. Martinac Shipbuilding Corp. launched the USS Energy, AM 436. At 3:30 the following day, February 14, the USS Fortify, AM 446, was launched by Seattle Shipbuilding and Drydocking Corp.



## AMCCO LOG

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## STATE OF MIND

By Pete Miller

Our material racks and lumber storage piles can be dangerous. They are by necessity located away from the work areas, so they become an accident potential because they're not used eight hours a day.

When a man goes to a lumber pile his mind is on what he is going to make and not on the condition of the lumber pile. After he gets his lumber he is not thinking of the man who is going to follow him. In order to reduce our accident potential it is everyone's responsibility to think of the other fellow.

If everyone observed a few simple rules it would make it safer for all of us.

1. Leave the pile or rack in a safe condition for the next man.
2. Don't leave short pieces in front of a pile or rack.
3. Push all unused material back in the rack so there are no spears or clubs waiting for the next fellow.
4. Get assistance when handling a large or heavy piece.
5. Always lift correctly, with the legs and not the back.

Most of us here need no reminder about the dangers of a lumber pile. This storage situation is the same all over the yard, not in just one department, and the problems vary with the respective crafts.

So the responsibility lies with all of us, not only the safety committee or any one department.

Safety has to be borne in mind at all times, on the job, at home and on the highway. Safety is a state of mind.

Your Safety Committee

## SAFETY SCORE

TIME LOSS ACCIDENTS

L & C Yard - - - - - 7

## AMCCO GLUE SHOP PIONEERS IN LAMINATION OF LUMBER... By Bob Taylor

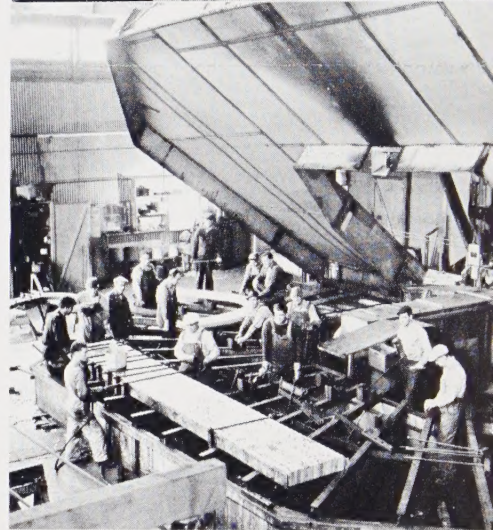
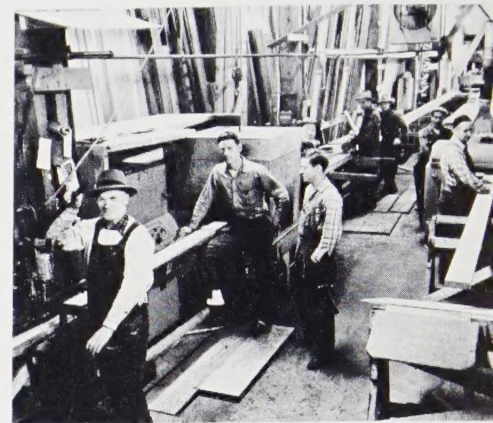
A casual observer, seeing items resembling anything from an overgrown jellyfish to something strongly resembling "The Thing" emerging from the Lamination Department, stops to wonder how these weird-appearing objects eventually become an important part of a minesweeper.

Lamination--as applied in the construction of wooden vessels--has been undertaken by very few shipyards in the West. One of the plants which has come into its own in this field is AMCCO, one of the pioneers in the laminating of oak frames and almost all of the essential timbers that go into the construction of a minesweeper. Much experimental work was one of the early factors in getting this program working in the most efficient manner.

The lack of good white oak was one of the main sources of grief when the program was first instituted, but this handicap was overcome through the efforts of the purchasing department. This oak comes from Texas, Louisiana and Arkansas. Often small lead pellets are found in the wood--whether squirrel hunting or feuding is the cause is food for thought. The fir used in this department is Douglas Fir and is of excellent quality produced in our Northwest.

The laminating crew consists of Hank Stenholm and his tallymen in the lumber shed, the scarfing crew under the direction of "Quack" King who laminate the lumber members end for end into pieces as long as 120 feet, and Jim Rice's crew who mold them into various shapes on iron tables.

During the curing process, large lids are lowered over members and heat and humidity are administered until a glue of special waterproof and lasting quality is cured. Extreme care must be taken in the temperatures of the shop, wood and glue. Timing of laying up of the laminates is governed by the temperature of these materials. Generally most of the materials,



such as oak and fir, cure thoroughly from 18 to 20 hours.

The laminates are then taken to saws and planers and shaped into various items which eventually become parts of a minesweeper.

No, AMCCO does not have its lamination done in Portland and Seattle--it takes place in the "Glue Shop" at AMCCO's Lewis and Clark yard.

## LOST TIME ACCIDENTS

## February

Feb. 3. ROBERT WEST - Machinist - burns on face. Lost 3 days.

Feb. 3. LEO UTTERBACK - Pipefitter - burns on face and left hand. Lost 13 days.

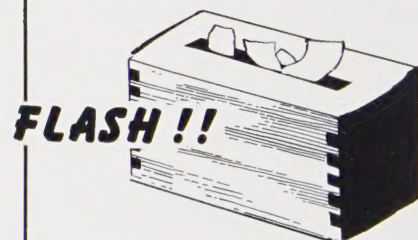
Feb. 9. EINAR OLSON - Rigger - contusion of neck and back. Lost 4 days.

Feb. 11. SULO RYTSALA - Shipwright - fractured bones, left hand. Still away.

Feb. 17. SIGFRID B. PALO - Shipwright - Strained back. Still away.

Feb. 26. OTIS GIPSON - Machinist - severely lacerated fingers, left hand. Still away.

Feb. 26. GUY V. RICHARDS - Shipfitter - severe laceration below left knee. Still away.



Suggestion boxes have been placed at three strategic locations about the plant, where they can be easily spotted. If you've an idea for the Log, a news item or way in which it may be improved, write it down and leave it in one of the three boxes. Every idea will be read and carefully considered.



## GOLD DUST TWINS



The matching smiles of Shipwright Apprentices Earl Graham and John Dale Omundson earned them the title "Gold Dust Twins". They worked closely together for nearly a year after Earl joined the AMCCO crew in August, 1951. John had been here since September, 1950. Their work is separated now. Earl is in the joiner shop and John is working as a pattern maker.

## WAY BACK WHEN

Editorially speaking, the Log chose an excerpt from the Readers Digest for a morale booster in an early war issue. It had been reprinted as a sign in a General Motors plant, and appeared in the Log in October, 1942:

"The theory of aerodynamics, as demonstrated in wind tunnels, has proven the bumblebee unable to fly. Size, weight and shape of his body, related to total wing-spread, make it impossible.

But the bumblebee, ignorant of this, flies anyway -- and makes a little honey every day."

From Readers Digest

Editor Bob Walters commented, "In a plant born of emergency, rushed by launching deadlines, dependent on over-taxed supply sources, goals often seem unobtainable. When they do, let's think of that bumblebee. More important yet, let us forget the axis' ravings that we haven't 'got what it takes.' Let's be as 'ignorant' as that bee."

December, 1942

Seen From . . . The Crow's Nest

Bob Hart telling of a friend in a Portland shipyard who left his lunch bucket sitting on a steel plate only to return and find some welder had used his "stinger" to spot it solid--a cutter being necessary to free the nose bag....Clair Mansker being asked upon his return from Arkansas if it is true that the biggest change is shoes on the young men; the army finding it easier to corral them that way for induction due to decreased speed on foot....One of the yard wags referring to the "Captain's Workbench" as the officers' springs and mattresses were unloaded from the truckline ....Ed Anderson looking at "Shangrila" painted on the paint shop door and asking Perry Mitchell, "Is that the home of Doolittle?"

May, 1944

Harold Dahlgren was called upon to blast a skunk under his neighbor's porch. He eyed the white stripe and fired. The skunk had been dead about a year and all that was left was bone and fur. Harold says "I never miss."

## Social Notes...

A highlight of February for the office girls was a combination dinner-shower held for bride-to-be Maxine Sanden. The party was held at Mig's in Seaside on Wednesday, February 4.

After a dinner choice of chicken or steak, the girls presented Maxine with a steam iron and a wedding card signed by all of them.

The February event was followed on March 4 by a roast beef dinner at Helen's dining room, with a surprise baby shower for Betty Dailey. From many money gifts, the girls purchased a bathinette and layette for Betty.

A stenographer in the engineering department, Betty will work until the end of March.

## NEW ARRIVALS



Harry Beringer, of the Tongue Point yard, and his wife Mary welcomed a son, their first baby, at 10:25 a.m. Monday, February 23. His name is Jonathan Loren and he weighed 7 pounds 1 ounce. Like Harry, he is red-haired.

Wesley and Susan Anderson became proud new parents Friday, February 20, when they adopted a 4-month-old baby boy. Wesley Joseph Anderson Jr. weighs 16 pounds, has blue eyes and blond hair. Wesley Sr. is a shipwright apprentice at Lewis and Clark.



**GUESS WHO?**

He was about two years when this picture was taken. That's more than 60 years ago, somewhere in Pennsylvania. In Astoria many years, you've seen him about the yard for nearly three of them. Will you know him when he carries the \$5 bill?

## ANOTHER WINNER

George Huhtala was the lucky \$5 winner in the February baby picture contest. Warehouseman Dallas Schalk presented the award to George for identifying him as the small boy in the photograph.

## AMCCO-TEENER CROWNED DE MOLAY QUEEN



Beverly Bray, daughter of Helen Bray of the bookkeeping department, was crowned "DeMolay Sweetheart of '53" Monday evening, February 16, at the annual sweetheart ball presented by Jay Tuttle chapter.

Sponsored by the A club of Astoria high school, Queen Beverly was chosen from a court of seven princesses. She received a gold locket engraved "DeMolay Sweetheart of '53", which she will wear when she presides over the officers' ball May 2 during the DeMolay conclave.

## AMCCO AND NAVY CLOSER THAN EVER



Maxine Sanden, of Port Docks bookkeeping department, became the bride of James T. Murphy, QMC, of Tupelo, Miss., at a Valentine Day ceremony in the Seaside Christian church. Rev. Charles H. Lemmox officiated.

Helen Bray, also of bookkeeping, was matron of honor. Best man was William Ribish, BMC.

Maxine wore a suit of gray wool with pink and navy accessories, and a corsage of pink daisies and rosebuds.

The newlyweds took a honeymoon down the coast and are now at home in Navy Heights.



# "IT SEEMS LIKE YESTERDAY"

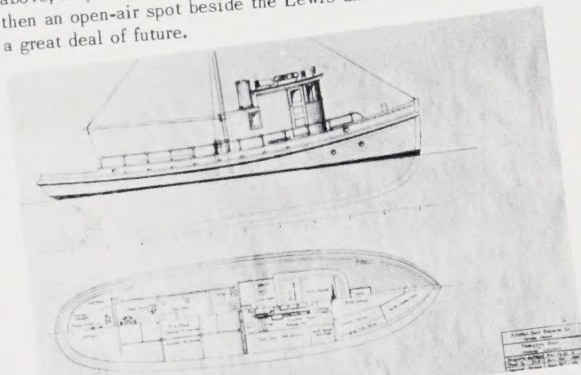
THIS IS THE FIRST IN A SERIES OF STORIES ON AMCCO



**JACK HUHTALA**  
Picture taken in 1909

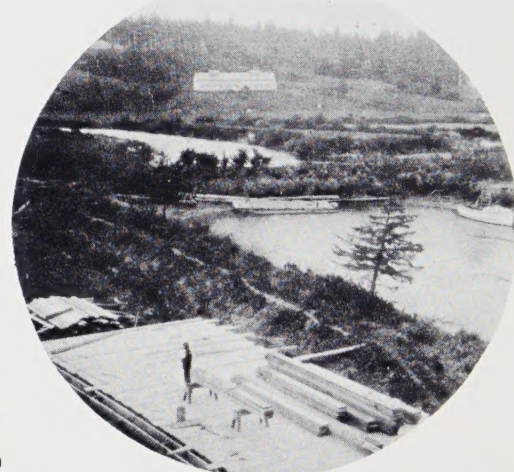


It was a spring day some 28 years ago. A small group of men discussed their contract for ten Alaska sail-type fishing craft. Together, they began work, the beginning of AMCCO. Pictured above, they stand beside one of the Alaska boats. AMCCO was then an open-air spot beside the Lewis and Clark River. It had a great deal of future.



The Alaska boats completed, the first trolling vessels were designed. In the plan above is the Joy G., designed for Arthur Graham in 1926. Finished, the ship is ocean-bound in the accompanying photograph. Other AMCCO deep-sea craft, such ships as the Sarah E., the Viv and the Diana, followed Joy G.'s venture, to gain a Columbian reputation for big catches, for sea-worthiness.

This is the picture story of AMCCO, her yard, her men and ships. If told completely would cover many pages. Here below is a selection of pictures of ships that typify many others of the same kind constructed at AMCCO. They represent a variety ... deep-sea fishing vessels, pleasure craft, harbor tugs, passenger and freight boats and government ships. Intermingled with these are photographs of the yard and the men. In this first of three stories are the pictures of the years before the second world war.



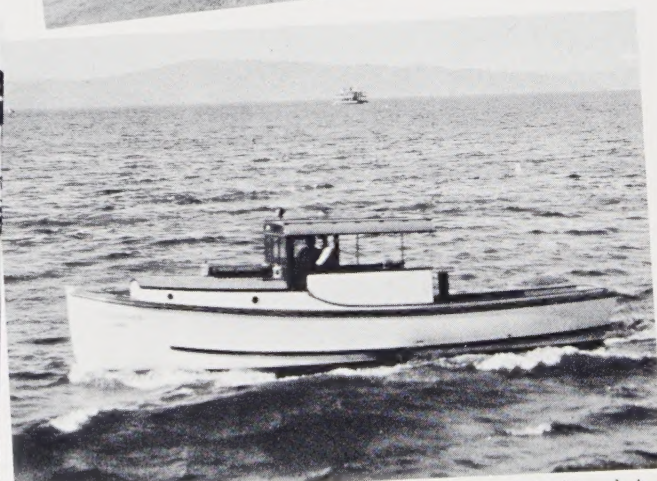
The picture above was yellowed with age, and undated. It is an early view, like a baby picture, of AMCCO in infancy, when the first building construction was begun beside the present outfitting basin. AMCCO's history is interwoven in the story of its yard and its ships, and the people who built both.



**GLEN KAMM**  
Picture taken in 1919



**JOHN PURANEN**  
Picture taken in 1931 with wife Hilma and daughter Janet.



Joe Dyer's Kingfisher was a familiar sight on the Columbia during the summers of the '20's. She was typical of pleasure craft of that era.



For many years, the AMCCO-built Watco plied the river between Cathlamet and Astoria, a passenger and freight steamer owned and operated by the Foster Bros. AMCCO built her in 1928.



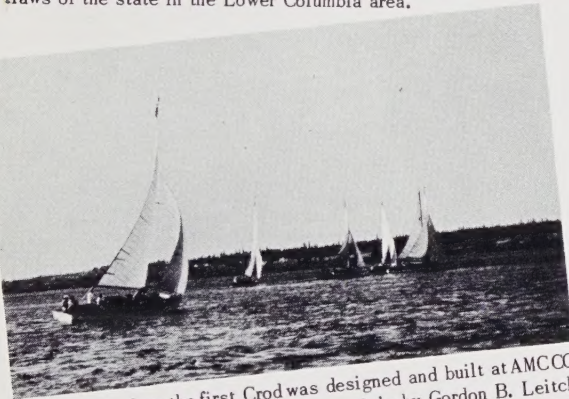
# AT AMCCO



Tourist No. 3 was a high point in the company's shipbuilding history. Built in 1931, she was designed to carry 24 cars below, with a passenger deck and lunchroom above. Tourist No. 3 still plays a major role in Columbia transportation between Astoria and Megler, Washington.



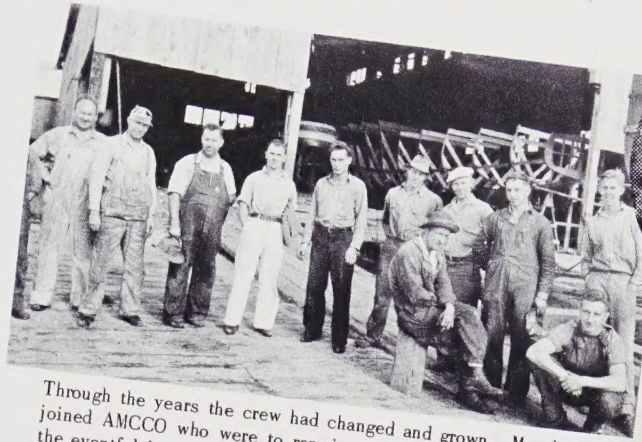
AMCCO's significance as a builder of fine craft was increasing. Another ship of those earlier years was the Oregon, delivered to the Oregon Fish Commission in 1929 to serve as a patrol boat. Sleek-lined and swift, she protected the fishing laws of the state in the Lower Columbia area.



It was 1933 when the first Crod was designed and built at AMCCO, to be praised in a Sunday Oregonian article by Gordon B. Leitch, president of the Columbia River Yachting Association as "the most suitable sail boat for this area." AMCCO built a number of the 28-foot Crods (for Columbia River One Design) in complete form and others in knockdown form. CROD races became an integral part of the summer sailing season, and later during the war years were a boon to the gas-rationed racing enthusiasts.



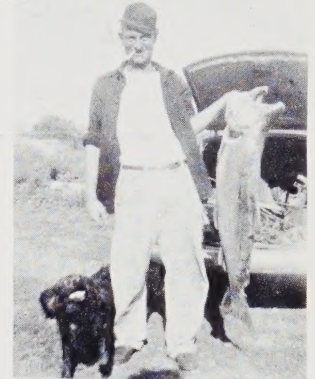
1935 was the year they built the Phantom, luxury cruiser for Dr. Wallace Haworth. She is now owned by Steve Wilcox. She is representative of ships built for pleasure at AMCCO.



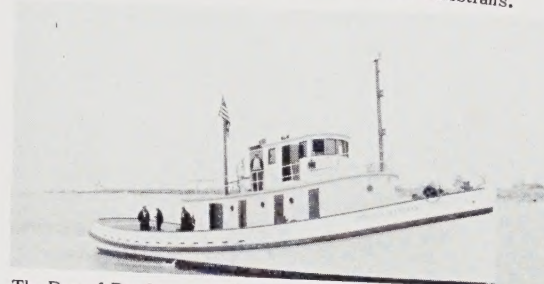
Through the years the crew had changed and grown. Men had joined AMCCO who were to remain with the company through the eventful days of the war and until today. Among the overall gang photographed in 1937 were Charlie Malagamba, half in view at the far left, Joe Dyer, John Puranen, John Omundson, Keith Prouty, Clair Mansker, Joe Hillard, Bryan Ross (seated), Art Olson, Cappy Hillard, Bob Taylor and Ted Christians.



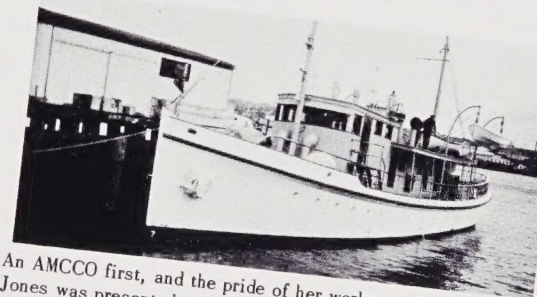
JOE HILLARD  
Picture taken in 1932



GIB LARSON  
Picture taken in 1940



The Port of Bandon, a 500-hp tug, was finished in the late '30's. She was a bar tug at Bandon until the war, when she sailed Alaskan waters. Lightly armed, she came home somewhat the worse for wear, a begrimed shadow of her former self.



An AMCCO first, and the pride of her workmen, the E. Lester Jones was presented to the Coast and Geodetic Survey department in February, 1940. She was begun in 1938, and was constructed completely of wolmanized lumber, a specially processed material. She was one of the first vessels ever built delivery in Seattle. She is shown above on the day of



BILL MAKI  
Picture taken in 1943

The United States was ending an era, and AMCCO ended one, too. Joe Dyer went East to negotiate for government shipbuilding contracts. And the men at home worked hurriedly to build the last of the pre-war vessels. During 1941, they completed the cannery tender Papco, the 65-foot deep-sea fishing boat, Tralee, and the troller Evening, pictured here.

AMCCO would soon go to war.



90.39.11



## AMCCO BIRTHDAYS IN MARCH



3/1 Oney A. Honkanen  
 3/1 Toivo Z. Sjoblom  
 3/2 Conrad Dillman  
 3/2 Karl W. Pakkala  
 3/2 Harold L. Pilgard  
 3/2 Howard Ruonelin  
 3/3 John Omundson  
 3/3 John Schoessler  
 3/4 Ewain Sagen  
 3/5 Glen C. McComber  
 3/8 Leslie R. Perrin  
 3/10 Jack E. Smethurst  
 3/11 Andrew Markus  
 3/11 Richmond Massey  
 3/12 Ralph E. Carlson  
 3/13 Gerald E. Porter

3/14 Charles J. Promer  
 3/14 Gordon R. Roberts  
 3/14 Sidney V. Weybright  
 3/14 Hugh Willetts  
 3/16 Richard M. Floyd  
 3/16 Ronnie J. Larson  
 3/17 Wesley J. Anderson  
 3/17 Calvin C. Leback  
 3/19 Hubert M. DeMott  
 3/19 Douglas B. Dustin  
 3/19 Karl E. Larson  
 3/19 Harold J. Sweeney  
 3/20 Basil Beverstock  
 3/20 Fred Palo  
 3/21 Albin P. Anderson  
 3/21 Henry H. Hansen  
 3/21 Richard C. Winkelman  
 3/22 Donald P. Rayno  
 3/24 Alvin Olson  
 3/25 Marcus M. Sanford  
 3/26 Hjalmer A. Leino  
 3/28 John R. Jensen  
 3/29 Dallas P. Schalk  
 3/30 Elza E. Lee  
 3/31 John P. Berset  
 3/31 Robert B. Kanoff

# New Mate

## FOR FEBRUARY



Name	Badge No.	Occupation
Edward L. Duhaime	698	Caulker
John B. Abram	653	Caulker
Louis A. Loders	662	Caulker
Clarence Johnson	486	Shipfitter Helper
Howard Ruonelin	484	Shipwright Helper
Robert G. Border	481	Shipwright Helper
Charles F. Heilman	494	Shipwright Helper
Percy I. Quanrud	493	Shipwright Helper
Conrad Dillman	301	Shipwright
Arthur J. Filliger	302	Assistant Timekeeper
Arthur Christensen	300	Shipwright Helper
Leo Reinikka	304	Shipfitter
George D. Hanselman	303	Shipwright
Mirl E. McKercher	305	Shipwright
William Macklin	306	Shipwright
Earl S. Slack	658	Caulker
Kike H. Kojo	317	Shipwright
Ernest Lee	308	Shipfitter
Brice W. Green	310	Shipwright Helper
David A. Allen	309	Shipfitter
Anthony Schalk	312	Laborer
Stanford W. Bradley	313	Laborer
Thomas A. Austin	316	Shipwright Helper
Douglas B. Dustin	311	Shipwright Apprentice
Russell G. Fryett	315	Shipfitter
Sylvia J. Hellberg	330	Stenographer
William J. Johnson	321	Shipfitter Helper
Henry A. Coles	322	Shipfitter Helper
Roy S. Dawson	323	Shipfitter
Willard E. Martin	324	Shipfitter
Edwin L. Niska	325	Shipwright Helper
Robert C. Stroud	483	Shipwright Helper
George E. Lengel	2051	Watchman
John F. Rabell	326	Shipwright
George J. Deal	318	Pipefitter
Grace M. Withnell	327	Stenographer



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